

TURKEY EXPECTS TO EMERGE FROM WAR A POWER

Leaders Seriously Discuss Future International Relations of Ottoman Empire as Part of Ruling Ring.

(Associated Press Correspondence.)
Constantinople, August 19.—Taking it for granted that Turkey will emerge victorious from the present war, a number of prominent Turkish statesmen have recently occupied themselves seriously with the future international relations of the Ottoman empire. What the wishes of Turkey are in this respect may be said to have been fully epitomized in two leading articles of the *Osman*, a union and progress daily with tendencies of its own view in these days of censorship and governmental surveillance of the press.

For reasons none too obvious, the leaders of the Tansu coupled the absence of the German ambassador, Baron von Wangenheim, on a vacation and the temporary occupancy of his post here by Prince Hohenlohe-Langenburg, with their study of the subject. The Tansu remarks that "Baron von Wangenheim, through his work with the Turkish statesmen, was an important factor in the alliance (between Turkey and Germany) now existing," and that "it would be too great a task to enumerate the facts proving that Baron von Wangenheim, owing to his remarkable personality, had come to know Turkey in very little time." The inference is that Ambassador von Wangenheim would during his vacation devote much of his time to a further strengthening of the bonds between Germany and Turkey.

In the article dealing with future relations between Turkey and the countries on whose side it is fighting, the premises taken are about these: "We are now sharing the fortunes of war of Germany and Austria-Hungary, what will these countries do after the war to aid Turkey in its effort to develop economically and in so doing become a state whose voice must be heard in the future."

With great frankness the articles complain that Germany and Austria-Hungary have not always been the friends of Turkey. Thus Austria-Hungary took considerable territory from Turkey by the annexation of Bosnia and Herzegovina while Germany permitted the further reduction of the Ottoman empire after the late Balkan war and accepted with complacency the Italian conquest of Tripoli, which was all that was left of the Ottoman empire in North Africa.

All this, it is charged, was no demonstration of friendship on the part of Turkey's present allies. It is pointed out, however, that there are mitigating circumstances. The articles say that after all there had been real understanding between Germany and Turkey before this war. What good relations had existed had been fostered almost exclusively by Emperor William and Sultan Abdul Hamid. With the advent of constitutional government and the ending of the Hamidian regime, these relations had ceased of course, and the efforts of the late Baron Marschall von Bieberstein to effect an understanding between the new regime in Turkey and Germany, while not unsuccessful, had, nevertheless, not been brought to fruition.

On the other hand, the articles say, it was a fact that in the past the Turkish people had leaned decidedly toward France and England, a tendency which had not favored closer relations with Germany and Austria-Hungary. But the present war had shown that Turkey had no friends anywhere in the past, Germany and Austria-Hungary had made no great pretense that they were Turkey's friends, and France and England, who had avowed warmest friendship for Turkey had since then been prone to be anything but that by being willing to leave Turkey at the mercy of Russia, if doing that would serve the interests of the two entente governments.

With the friendship of France and England disproven, and with that of Germany and Austria-Hungary at least based on a community of interests which would be bound to endure beyond this war, Turkey was of necessity obliged to ally herself more closely yet with Germany and the Danube monarchy, by means of a series of commercial treaties all concerned. Turkey hoped sooner or later to become economically independent, said the articles, but for the time being it was far from having

reached this happy state, and would have to overcome the lack of its advantages by reciprocal arrangements with Germany and Austria-Hungary under which the equitable exchange of Ottoman agricultural products for German and Austrian factory products would be possible.

Premature as such measures may appear in the extreme countries, it is a fact, nevertheless, that Turkish statesmen have for some time occupied themselves seriously with the making of suitable commercial treaties with the German and Austrian governments. In some quarters the opinion is held that this has been done because at present it might be possible to secure loans which later on would be harder to obtain. At any rate, say others, the activity displayed by the Turkish ministers argues well for the future of Turkey, because it shows that the desire to care for the future has for once been felt by those responsible for the fate of the Ottoman empire.

Needless to say, economic rapprochement now affected between Turkey and Germany and Austria-Hungary, would leave little for France, England, Italy and all other powers. Turkey is ready to exclude everybody provided she can make advantageous bargains with the two central powers.

While it can not be said that the position of Germany and Austria-Hungary in Turkey is as favorable as yet, it must also be borne in mind that every effort is being made to make it that.

WAR RESULTS IN GOOD ROADS BUILDING IN TURKEY IS REPORT

Constantinople, Aug. 13.—The extent to which the war has promoted good roads building in Turkey is indicated in a report by the Ottoman ministry of war that 740 miles of roads have been graded, levelled and resurfaced with gravel, and 232 miles of roads have been macadamized by the "work battalions" of the Turkish army since the beginning of the war. European Turkey has benefited greatly by these improvements, but the greater mileage of the new roads is in Anatolia, the Asiatic peninsula. The work has involved not only actual road improvements, but the construction of hundreds of bridges and culverts.

The total mileage of roads built by the Ottoman army during the war is 1,122 English miles. The work was done entirely by the older Turkish reserves and by Armenians of military age who were not sent into the field because their loyalty to the Turkish flag was doubted.

From his own experience in traveling over several hundreds of miles of new roads the Associated Press correspondent can say that the work was well done on the whole. Much care was taken in finding the best grades. Wherever necessary, the road bed was relevelled, and no labor was spared in making cuts where they were necessary to a favorable grade. This is especially true of the roads built between Adrianople and Constantinople and those built in the Taurus and Amanus mountain ranges. While the majority of the engineers and officers supervising the work were Turks, there were a few Armenians and Greeks and a number of Germans and Austrians.

Very little modern road building machinery was used with the exception of a few steam rollers and small rock crushers. The roads were graded by pick and shovel, and cuttings were made in the same manner, although hand drills and blasting powder were used where ledges were encountered. Most of the crushed rock, tons of which were used, was broken by hand, a task which some officers made easier by having a piper keep the hammers in time with a tune.

Those familiar with travel conditions in the Ottoman empire say that the country has never had so many good roads as at present. In addition to the new roads that have been built for strategic purposes many miles of neglected roads have been put in repair, one such notable instance being the pass road through the Taurus from Erzurum to Tarsus.

Famed for Stopping Lawbreakers.

Hong Kong, Sept. 10.—The trusty port of Swatow has a venerable magistrate who has acquired fame throughout his province by his prompt and efficient handling of litigation and law-breaking. The walls of the court room are papered with exhortations to good conduct. Among the hundreds of precepts he has posted for the benefit of persons coming into his court are the following:

"People should live at peace with each other."
"Fellow clansmen always love each other."
"Pay your taxes in due time."
"Never enter into lawsuits."
"Exhort one another to husbandry."

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FOUNDATION FOR GOOD ROAD

First Thing Road Builder Should Strive For is to Have Good Work Good and Solid.

(By F. W. HOUSE, Colorado Agricultural College.)
The good roads movement in Colorado seems now to have acquired full swing and the next ten years will see most of our important roads surfaced with gravel. It is important that this gravel be placed upon a good foundation or it will be mixed with the clay and lost.

Some time ago an important road was being surfaced and those in charge were plowing up the old road, which was very hard, the lumps were being broken as much as possible, then the road was given a light rolling, then spread and rolled. When asked why they were putting the gravel on the soft mud foundation, the reply came: "So that it will knit well with the clay." This is exactly what should be guarded against as much as possible and is the very thing road builders should seek to avoid.

Let us remember that gravel will knit or mix with the clay below in spite of all we can do, but the harder the clay foundation surface is and the firmer it is compacted, the longer will the gravel stay on top and give a smooth wearing surface and the longer the road will last.

All authorities are agreed on this point, and the first thing that a road builder should strive for is to have his earth foundation solid and hard and the drainage so fixed that it will remain so.

CONVICTS FOR ROAD LABOR

Motorists Interested in Study Now Being Conducted by National Prison Labor Committee.

Road work for misdemeanant prisoners is the subject of an investigation which is being conducted under the joint direction of the National Committee on Prisons and Prison Labor and the graduate highways department of Columbia university.

James Leland Stamford, who is in charge of the investigation, has had considerable experience in the road camps of Georgia, where the majority of male prisoners are worked on the roads.

The committee will consider in detail such matters as the most economical size of a road gang, the cost of



Convicts at Work on Public Highway.

guarding, supervising and maintenance and the approximate value of a day's work. It will also show the possibility of increasing efficiency by means of the payment of wages, recreation after work hours and the shortening of sentence for good conduct. Conditions in the different sections of the country are to be dealt with, especially as to the effect of the weather and the cost of stock.

In Kalamazoo county, Mich., and other counties where road work has been tried, even under experimental conditions, it has been found eminent ly successful. In fact, the knowledge that a jail sentence will mean hard work on the roads has a tendency to decrease this number of commitments, vagrants keeping away from counties where they will be subjected to work of this character.

Source of Information.
Persons interested in the good roads problem, either from the engineering or the legislative standpoint, will find the report of the joint congressional committee on federal aid to good roads a convenient source of information. It not only contains the most extensive data ever published on this subject, but contains a bibliography which gives a list of books, pamphlets, and speeches on all phases of the good roads problem. The report is printed as House Document 1219, Sixty-third Congress, third session.

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Yancsi Dolly's art an argument for Common-sense Dress



YANCISI DOLLY, of the widely known Dolly Sisters and often referred to as "Broadway's Favorite Dancing Doll," has made a photo play for Kalem, one of the oldest and best known of the motion picture producing companies.

It is the charming little dancer's first appearance before the motion picture camera, and "The Call of the Dance," as the big feature is captioned, represents another capitulation on the part of a well known artist who has established herself in the other branches of stage work which until a year or so ago were considered the more important.

Miss Dolly was sought because of the purity of her art and because of the national reputation which she has achieved. She consented to appear for the Kalem Company partly because she is enthusiastic over the possibilities of the photo play screen for artists who take their work seriously, but mainly, it is confessed, because the financial bait which was dangled before her eyes was too tempting to be resisted by. Certainly it is true that the farthest thought from the minds of either Miss Dolly or the executives of the Kalem Company was that the little dancer's appearance in "The Call of the Dance" would stand out as an argument on a subject which has become a very live issue in these later days—and a subject which is discussed in every home in which a young girl is growing into womanhood.

And yet it may be fairly said that the Yancsi Dolly appearance in the Kalem picture will carry more conviction as an argument in favor of common sense dress than would volumes which could be written on the subject or hours of sermonizing which might be unheeded.

In "The Call of the Dance" Miss Dolly appears as a little East Side urchin who battles with adverse conditions until she is finally acclaimed as a famous dancer. In her early appearance in the picture, modestly and without the slightest shock to the finer sensibilities, she wears badly tattered clothes and dispenses entirely with

shoes, for the simple reason that other and more conventional attire is financially beyond her. Throughout the picture she dances and cavorts until the one big impression built up is that here is a perfect physical specimen of womanhood.

In the early scenes she is the sturdy field flower, in the later scenes the carefully groomed rose. And through it all she is the Yancsi Dolly whose reputation for being one of America's foremost dancers and best dressed stage women cannot be forgotten.

Just how Miss Dolly has made herself the perfect physical specimen that she is the argument in favor of common

sense dress. The little Hungarian girl has been dancing ever since she was five years old and has been prominently before the critical American theatergoing public for the past eight years. She tells with pride, however, that she was never conformed to the custom, common among women, of wearing restricting clothing of any kind. She has never worn a corset or girdle, has never worn a shoe that pinched and has never known that bone of the average woman's existence, an aching corn that makes the natural bodily carriage an absolute impossibility.

It certainly gives food for thought

that, throughout all the changing fashions, Miss Dolly has found it possible not only to dress in conformity with the modes without reducing or inflating hips or bust, but to dress in such a manner as to establish her present reputation of being one of the best dressed stage stars before the public.

Miss Dolly attributes much of her success along these lines to the strenuous but wholesome exercise which she has always taken on stage, in dancing and off, in the pursuit of the pleasures which she enjoys. She "rises wood" with all the superstition of the average theatrical artist as she tells that she has never been ill, but doesn't see how she could be ill after swimming, motorizing and playing tennis and golf practically all of the time she is not engaged in the kind of dances which are the highest developed form of calisthenics.

"The Call of the Dance," a photo play especially written for Miss Dolly under the direction of the Kalem Company, has completely won the little dancer to the picture screen. Miss Dolly quite freely confesses that she hopes for the same success for her first picture that has been hers in other branches of the profession of entertainment in order that she may make more and more pictures, even to the exclusion of the work which she has been doing in the Broadway theaters for years.

BRITISH ARMY IN FRANCE GREAT WAR MACHINE

Officers Who Witnessed Recent Review Impressed With Advance Made Since First Soldiers Went Into Action.

(Associated Press Correspondence.)
British Headquarters in France, Aug. 24.—Officers who have been through the campaign since its start at Mons a year ago speak of the recent review of the British troops at the front as one of the finest ever witnessed.

The spot was a parade ground and many miles from the trenches. Three battalions of guards made a wall of khaki which melted into the background of sword and hills. At a review in England they would have formed a most brilliant display in their famous parade uniforms—those famous crack regiments officered by some of the famous families of England. Again and again their ranks had been thinned and refilled. Officers of the old regular army who had come as spectators recognized the officers and saw many strange faces who had taken the place of those who had fallen.

"But the Guards are still the Guards—British or Irish or Grenadier or Coldstream," said one of the officers. Lord Kitchener and M. Miller, and the French minister of war, who were seeing the British front together, were to receive them. It was the second visit to the front paid by "K" as every officer calls him.

Sir John French appeared first, walking across the parade ground in a riding habit and M. Miller, and Lord Kitchener, who were with him, arrived in a big limousine. Perhaps there were 15 all fifty

thousand, mostly officers, stationed in the neighborhood, if a scene which had a thrill for all that was review in England and France. The review was a woman was present, not a civilian except the correspondents. A bright sun was shining. Five or six thousand feet overhead a British plane was patrolling the air in a great circle throughout the ceremony.

As the secretaries of war of England and France faced the Guards, their bayoneted rifles at the front, in a shouting right line, Lord Kitchener's khaki made him look like a centinel against the wall of khaki as the party walked the length of the front ranks in formal inspection. M. Miller and his black suit with short coat and his shock of white hair and trousers tucked into a pair of galloppers was a distinct moving black point. When they returned to the reviewing station the band struck up the Marseillaise and while Lord Kitchener and Sir John French and the other officers stood at the salute that one civilian figure in this military scene stood uncovered.

Then with the march past the band played the airs associated with the regiments whose companies were marching. One officer at the head of his veterans was conspicuous because he saluted with his left hand. His right sleeve was empty. Guardsmen must be full and some of the Guards were craning up their caps. It is well known that "K" would no time wasted between functions and inspections when he is at the front. A volley of clicks as limousine doors were closed and the two war ministers who had been in the Guards.

As the last company was going past another kind of music was heard. It was the halfpenny of the police were cracking up their cars. It is well known that "K" would no time wasted between functions and inspections when he is at the front. A volley of clicks as limousine doors were closed and the two war ministers who had been in the Guards.

"I had always heard of 'K' as a stern stern sort of man," said a lieutenant of the new army. "But his way of cracking up and smiling to us—quite different from what we expected. We were a little frightened when we heard he was going to inspect us."

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ARRAS TYPICAL INSTANCE OF CIVIC DESTRUCTION

Paris, Sept. 13.—The comparison made between some of the towns destroyed by war and the ruins of Arras is not applicable to Arras. Here there is no semblance of life in the destruction. In the midst of groups of demolished edifices, houses are found nearly intact. In some cases the devastation began at the top, in others at the bottom, depending upon the point of explosion of the projectiles.

The population of Arras, which was 25,000 before the war, dropped to 1,000 at Christmas after two and a half months of bombardment, and was only 3,000 at Easter. In June there were still 2,500 people there, but 500 needy persons, 100 persons suspected of pillaging and about 500

citizens whose presence was not useful have been sent away since. The 1,000 persons remaining have been made to justify their presence by some utility to the town. They are obliged to stick to the village, they sleep and work there, what business goes on is transacted there. "The lucky roads show in the village." This scene, which has its counterpart in many places, is being posted on the doorstep of one building.

The use of shells contains sufficient ingenuity when they explode to obliterate other existence by requiring the support of the windows with sacks of molten lead, yet the shells of the last thousand are undoubtedly their greatest loss seems to be that the authorities will take them away forever.

German aircraft are regularly circling over the town and their appearance is generally a prelude to bombardment.

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